

Submission Form for Comprehensive Plan Changes

To propose a change to the Lincolnia Planning District Comprehensive Plan within the Lincolnia Community Business Center (CBC), complete this form detailing the proposal. See the map on page 4 of this form for the Lincolnia CBC boundary. *A call for proposals in areas outside of the CBC will be scheduled at a later date.* Anyone may submit a proposed change. All submissions will be published online for public review. Submissions will be accepted beginning March 19th, 2018 through April 30, 2018. Initial review of proposed changes will begin after the submission process closes in late April. Detailed review of proposed changes for the Lincolnia CBC will occur as part of Phase III.

1. Proposal Type (choose one)



Site Specific



Area-wide Topic/Policy (Lincolnia CBC)

2. Subject Property Information (for site specific proposals)

Identify general location, street address, or Tax Map parcels, if available.

a) General Location: Intersection of Edsall Rd. and Winter View Dr.

b) Street Address: 6295 Edsall Road, Alexandria, VA 22312

c) Tax Map Parcel Numbers:

For tools to find this information, visit the [Department of Tax Administration website](#) or the [Fairfax County Digital Map Viewer](#).

d) Identify total aggregate size of all subject parcels in acres or square feet: 34.17

For tools to find this information, visit the [Department of Tax Administration website](#).

e) Do you own or represent the owner of the subject property?



Yes



No

If you answer "no", please describe your relationship to the subject property:

3. Proposed Amendment to Comprehensive Plan Recommendations

- a) (Site-specific proposals) Describe the proposed change and how it would modify the current Plan recommendations. For proposed land use changes, explain the character and type of proposed development. The potential development could be described in

Lincolnia Planning District Study

terms of land use floor area ratio (FAR) or dwelling units per acre. Building height or size may also be used to convey scale. Additional information may be emailed to project manager Michael Burton Michael.Burton@fairfaxcounty.gov.

(See attached sheet)

- b) (Area-wide proposals) Describe the proposed change and why it should be addressed at an area-wide level within the Lincolnia Planning District Comprehensive Plan.

- Mixed Use residential up to 30 DU/AC. or 2.0 FAR
- Selective retail up to 80,000 sf

- c) (Site-specific and Area-wide proposals) Provide justification for the proposed amendment. Describe how the proposal meets any of the following criteria and why the proposal should be included. Check all that apply.

- ☒ Address emerging community concerns or changes in circumstance
- ☐ Respond to actions by others, such as Federal, State, or adjacent jurisdictions
- ☒ Advance major policy objectives, such as promoting environmental protection, fostering revitalization of designated areas, supporting economic development, preserving open space, providing affordable housing, or balancing transportation infrastructure and public facilities services with growth and development
- ☒ Better implement the Concept for Future Development
- ☐ Reflect implementation of Comprehensive Plan guidance through zoning approvals
- ☒ Respond to or incorporate research derived from technical planning or transportation studies
- ☐ Other

Explanation for (c). Additional information may be emailed to project manager

Michael Burton Michael.Burton@fairfaxcounty.gov

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4. Contact Information

a) Name (required):

Peter Rinek

b) Daytime Phone (required):

703-442-7800 ext. 794

c) Street Address:

8180 Greensboro Drive, Suite 200, Tysons, VA 22102

d) Email:

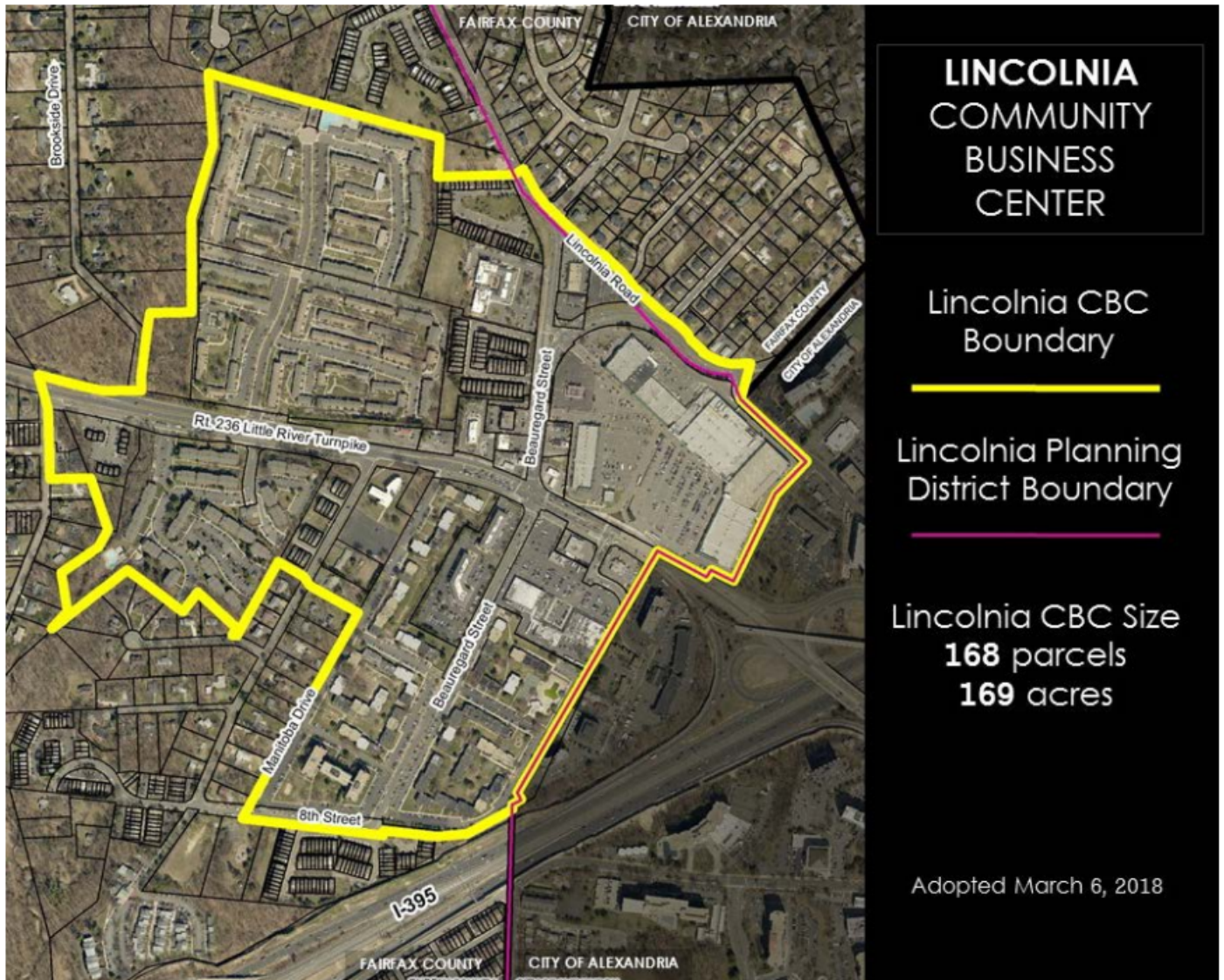
Rinek@vika.com

Submit the completed form to staff by mail, email or in-person at a Lincolnia Planning District Study task force meeting:

Fairfax County Department of Planning and Zoning, Planning Division
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035-5500

Please contact project planner Michael Burton with questions: 703-324-1380,
TTY 711 (Virginia Relay) - Michael.Burton@fairfaxcounty.gov

Lincolnia Planning District Study



Residential Land Use Categories	
Categories expressed in dwelling units per acre (du/ac)	Number of Units
.1-.2 du/ac (5-10 acre lots)	
.2-.5 du/ac (2-5 acre lots)	
.5-1 du/ac (1-2 acre lots)	
1- 2 du/ac	
2-3 du/ac	
3-4 du/ac	
4-5 du/ac	
5-8 du/ac	
8-12 du/ac	
12-16 du/ac	
16-20 du/ac	
30-40 du/ac	1,400
** If you are proposing residential densities above 20 du/ac, you must specify a range such as 20-30 du/ac or 30-40 du/ac.	

Residential Units Types			
Unit Type	Number of Units	Unit Size (sq.ft)	Total Square Feet
Singel Family Detached			
Townhouse	*	*	*
Low-Rise Multifamily (1-4 stories)	*	*	*
Mid-Rise Multifamily (5-8 stories)	*	*	*
High-Rise Multifamily (9+ stories)			
Total:			
* See Attachments			

Categories	Percent of Total FAR	Square Feet
Office/Hotel		
Retail	~2%	~60,000-80,000
Institutional/Civic/Event		
Private Recreation/Open Space		
Industrial		
Residential*	~98%	~1,200,000- 2,896,890
Total:	100%	2,976,890
*If residential is a component, please provide the approximate number and size of each type of dwelling unit proposed in the chart above based on the approximate square footage		

Justification

This nomination involves one parcel that is 34.17 acres of land that is located along Edsall Road at the boundary of Fairfax County and the City of Alexandria. The property is currently split zoned Industrial I-3/I-5 and developed with a permitted Industrial use. There is currently a major flood plain and RPA on the property and had both limits were revised and approved is 2009. (Refer to the exhibit A attached)

The current Comprehensive Plan calls for the property to remain an industrial use with specific language that reads: *The 34-acre Plaza 500 tract on Edsall Road is planned for and developed with light industrial and warehousing uses up to .50 FAR.* When you look at the adjacent industrial property next door in the City of Alexandria that may make sense, although when you look at the approved City of Alexandria small area plan, specifically the Van Dorn Innovation District, it does not and the comprehensive plan should be compatible. (Refer to the Exhibit B). The property is also within ½ mile of the Van Dorn metro.

Land Use: Van Dorn Innovation District

- 1) New development in this area includes mix uses-multi-family, townhouses, commercial/office/institutional w/ground floor retail & PWR uses up to 7 stories.
- 2) Uses will be integrated vertically within one building, or horizontally, in adjacent buildings.
- 3) A limited number of townhouse will be permitted in this neighborhood.
- 4) More than half of ground floor spaces will incorporate PWR & retail uses. Where PWR/retail uses are not present, a minimum floor-to-ceiling height of 15'-18' is required.

South Pickett Street is the main spine of the Innovation district plan that terminates into our site. Having our site contiguous to this density enables South Pickett Street to connect to Edsall Road.

If the property is left, it would be an isolated industrial use with residential around it.

The nomination seeks to take advantage of the ½ mile proximity to the metro and transform the nomination property into a mixed-use community with multi-family residential, attached townhouses, select retail with outdoor community spaces, pedestrian & bike connections, along with accessible parks and open spaces.

The nomination proposes:

- Mixed Use residential of approximately 30-40 DU/AC.
- Selective retail approximately 80,000 sf
- Maximum FAR of 2.0

The nomination serves to advance a number of the County's goals and objective in the adopted Policy Plan. Specifically the nomination supports **Land Use Objective 2** which reads: *Fairfax County should seek to establish areas of community focus which contains a mixture of compatible land uses providing for housing, commercial, institutional/public services, and recreation and leisure activities.* It also supports **Land Use Objective 4** which reads: *The county should encourage a diverse housing stock with a mixture of types to enhance opportunities for county residents to live in proximity to their workplace and/or in proximity to mass transit.*

The re-planning of the nomination property provides an opportunity to invigorate the area into a cohesive development with the neighboring jurisdiction of the City of Alexandria. The nomination offers a new perspective on how an industrial use can evolve to become a well-rounded development that offers multiple benefits to the greater community. It is important that this nomination be brought forward now to implement the county's goals providing a mixture of types of housing and density in proximity to mass transit.



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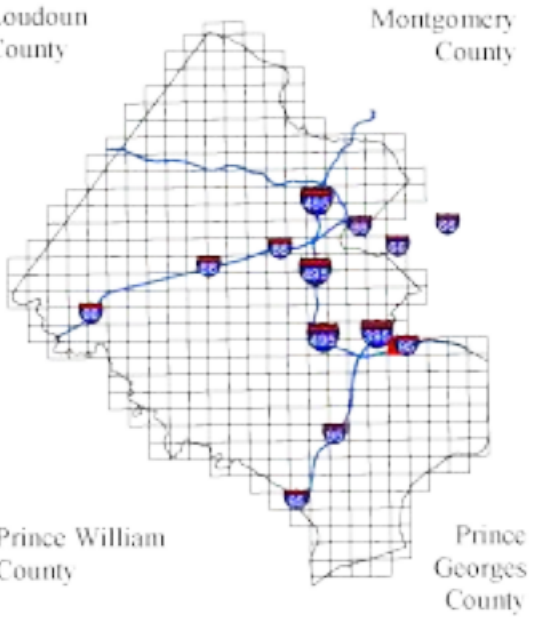
Map file is 50" X 75" based on USGS 1:24,000 scale
7 1/2 minute Quad, Virginia Coordinate System
values are of 1983 North Zone in U.S. feet based on
NAD 83/93 High Precision GPS Network adjustment
National Geodetic Vertical Datum 1929

GENERAL NOTES

MARINE CLAY DEPOSITS

The limits of the Marine Clay Deposits shown in this map are general in nature and are not to be scaled.

The information contained on this map is to be construed or used as a "legal description". It is not a survey product. Any determination of property or interests or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to land, property or for floodplain determination. While Fairfax County strives to provide the best data possible, it does not provide any guarantee of accuracy or completeness regarding the map information. Any errors or omissions should be reported to the Fairfax County Geographic Information Systems and Mapping Services Branch of the Department of Information Technology. In no event will Fairfax County be liable for any damages, including but not limited to loss of data, lost profits, business interruption, loss of business information or any other pecuniary loss that might arise from the use of this map or information it contains.



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SHEET INDEX

CADASTRAL MAP

81-2

Revised to : 01 - 01 - 2018

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L3 BREN MAR PARK COMMUNITY PLANNING SECTOR

CHARACTER

The Bren Mar Park Community Planning Sector is located adjacent to the Edsall Road/Van Dorn Street area in the City of Alexandria and is generally bounded by Interstate 395 (I-395), the City of Alexandria and the Norfolk Southern Railway/Virginia Railway Express right-of-way. The Bren Mar Park Community Planning Sector contains a portion of the Beltway South Industrial Area. Recommendations for the Beltway South Industrial Area can be found in the Area I volume of the Comprehensive Plan, Annandale Planning District, Beltway South Industrial Area.

The planning sector contains residential, commercial and industrial uses. The Bren Mar Park subdivision, a stable single-family detached neighborhood, constitutes the central residential area. Higher density residential uses include townhouses such as Jefferson Green, Landmark Mews and The Ridges at Edsall; garden apartments such as Edsall Station, Edsall Garden Apartments, and Bren Mar Apartments; and midrise condominium buildings, such as Valley Park and Sullivan Place located around the Bren Mar Park neighborhood and on outlying tracts, particularly along Edsall Road and Bren Mar Drive.

Nonresidential uses, including retail, office, and industrial uses, are located along Edsall Road and in the Beltway South Industrial Area. The retail shopping component includes a small shopping center on Edsall Road and adjacent parcels and several uses in the Beltway South Industrial Area. Industrial uses are found primarily in the Beltway South Industrial Area. These uses include warehousing/distribution, light manufacturing and several satellite/communication facilities. An industrially planned and developed warehousing facility that also includes office uses is located at the eastern end of Edsall Road, adjacent to the Alexandria City line.

Indian Run and Turkeycock Run Stream Valleys traverse the entire length of the planning sector. The Backlick Run floodplain is broad along the southern edge of the planning sector. The large tract in the northern portion of the planning sector has a high potential for both historic and prehistoric archaeological resources. Preliminary archaeological investigations in adjoining planning sectors indicate the possibility of the presence of undisturbed, significant prehistoric archaeological resources. The slopes and adjacent floodplains of Backlick Run also have potential for such resources.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development designates the areas of the Bren Mar Park Planning Sector as predominately Suburban Neighborhoods. Portions of this planning sector are also planned and developed as Industrial Areas. The Suburban Neighborhoods are stable. The Industrial Areas are primarily developed with light manufacturing, assembly and warehousing/distribution activities but also contain office and retail uses which provide support services.

RECOMMENDATIONS

Land Use

The Bren Mar Park sector contains stable residential neighborhoods. Infill development within this sector needs to be of a compatible use, type and intensity in accordance with the guidance in the Policy Plan under Land Use Objectives 8 and 14.

Where substantial consolidation is specified, the resulting projects need to function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 15 indicates the geographic location of the following land use recommendations for this sector.

1. The southwestern part of Bren Mar Park is developed as the Shell Oil Park and is planned primarily for industrial uses which minimize transportation impacts on Edsall Road. The Shell Oil Park comprises Land Unit E of the Beltway South Industrial Area (Figure 16). Guidance for Land Unit E is located in the Beltway South Industrial Area, Annandale Planning District, Area I volume of the Comprehensive Plan.
2. Commercial development near I-395 needs to be limited to the existing commercially-zoned parcels that are located along Edsall Road between Bren Mar Drive and Indian Run Parkway. The portion that is near the intersection of Bren Mar Drive and Edsall Road, Parcels 81-1((1))A and 7H1, is a part of the Beltway South Industrial Area and is identified as Land Unit F. Guidance for Land Unit F is located in the Beltway South Industrial Area, Annandale Planning District, Area I volume of the Comprehensive Plan.
3. The vacant tract south of the Bren Mar Park Subdivision, between Indian Run and the industrially-zoned tract to the west, Parcel 81-1((1))9C, is zoned for industrial use. An approximately ten acre portion of the tract is in floodplain, which may present significant environmental constraints to development. This portion of the tract is planned to be left in a natural state. Active recreational uses would be suitable on the remaining acreage.
4. The tract of land north of Edsall Road, west of the City of Alexandria and south of I-395, is planned for and developed with residential development at 3 to 4 dwelling units per acre. Conditions for redevelopment included:
 - Parcels remain substantially consolidated;
 - The project is well designed, has a mix of housing types that is sensitive to the environmental constraints of the site is provided;
 - Preserve heritage resources;
 - Maximize environmental protection of slopes and floodplains; minimize the visual impact on the Bren Mar Park and Landmark Mews communities; and

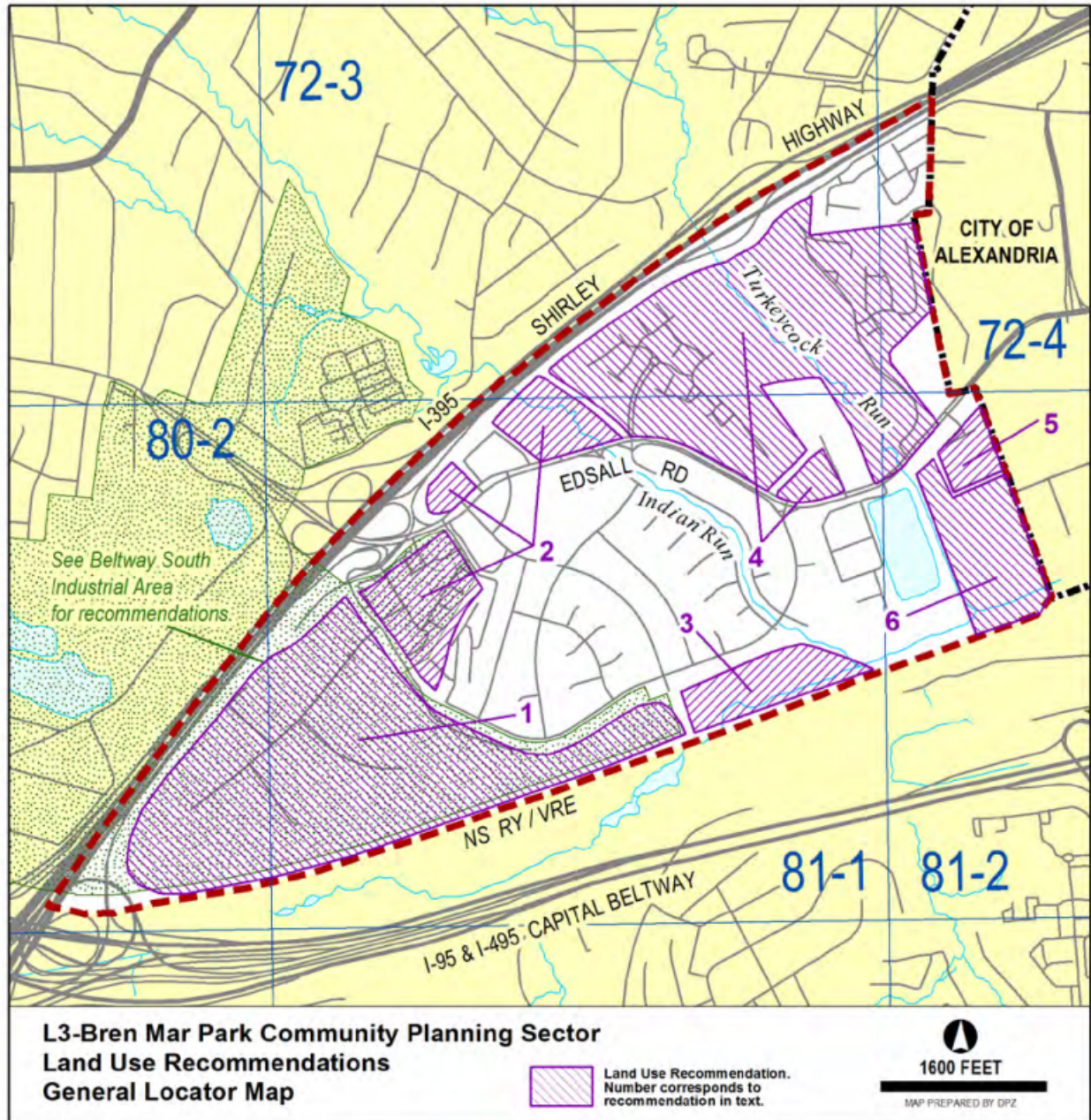


FIGURE 15

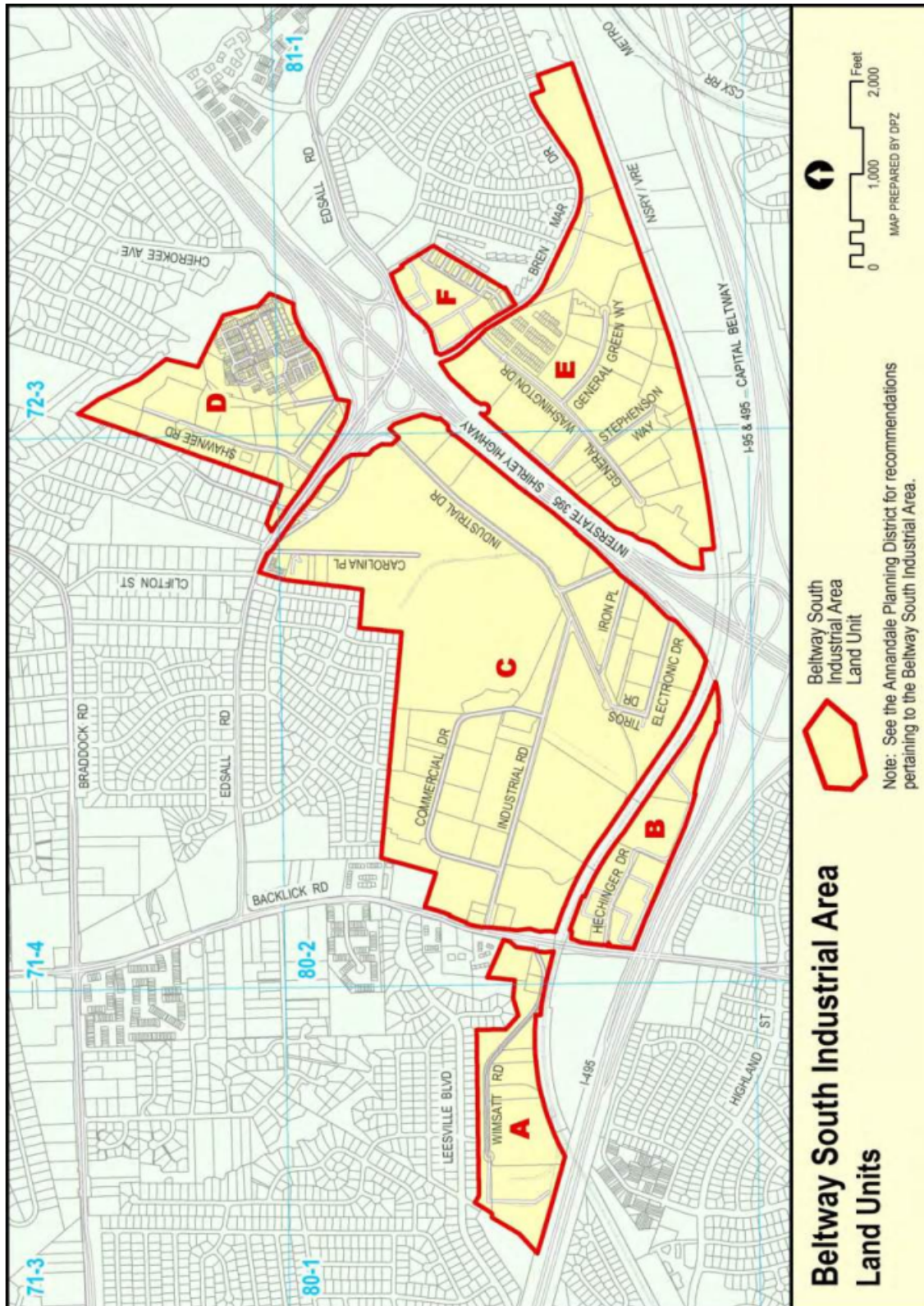


FIGURE 16

- Dedicate approximately 70 acres of undisturbed land along Turkeycock Run, and other areas adjacent to the residential development, to the Fairfax County Park Authority to develop a community park with passive and active recreation facilities. That portion of Parcel 81-1((16))B4D adjacent to Bren Mar Park is to be included in the dedication.
5. The tract along the south side of Edsall Road, immediately west of the Alexandria City line, is planned for and developed with residential use at 5-8 du/ac at the Option level. Conditions for redevelopment included:
- Full consolidation of Parcels 81-2((2))4, 5, and 6;
 - Provision of appropriate screening/buffering to adjacent nonresidential uses; and
 - Height of structures not to exceed 45 feet.
6. The 34-acre Plaza 500 tract on Edsall Road is planned for and developed with light industrial and warehousing uses up to .50 FAR.

Transportation

Transportation recommendations for this sector are shown on Figure 17. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance and other standards will be utilized in the evaluation of development proposals.

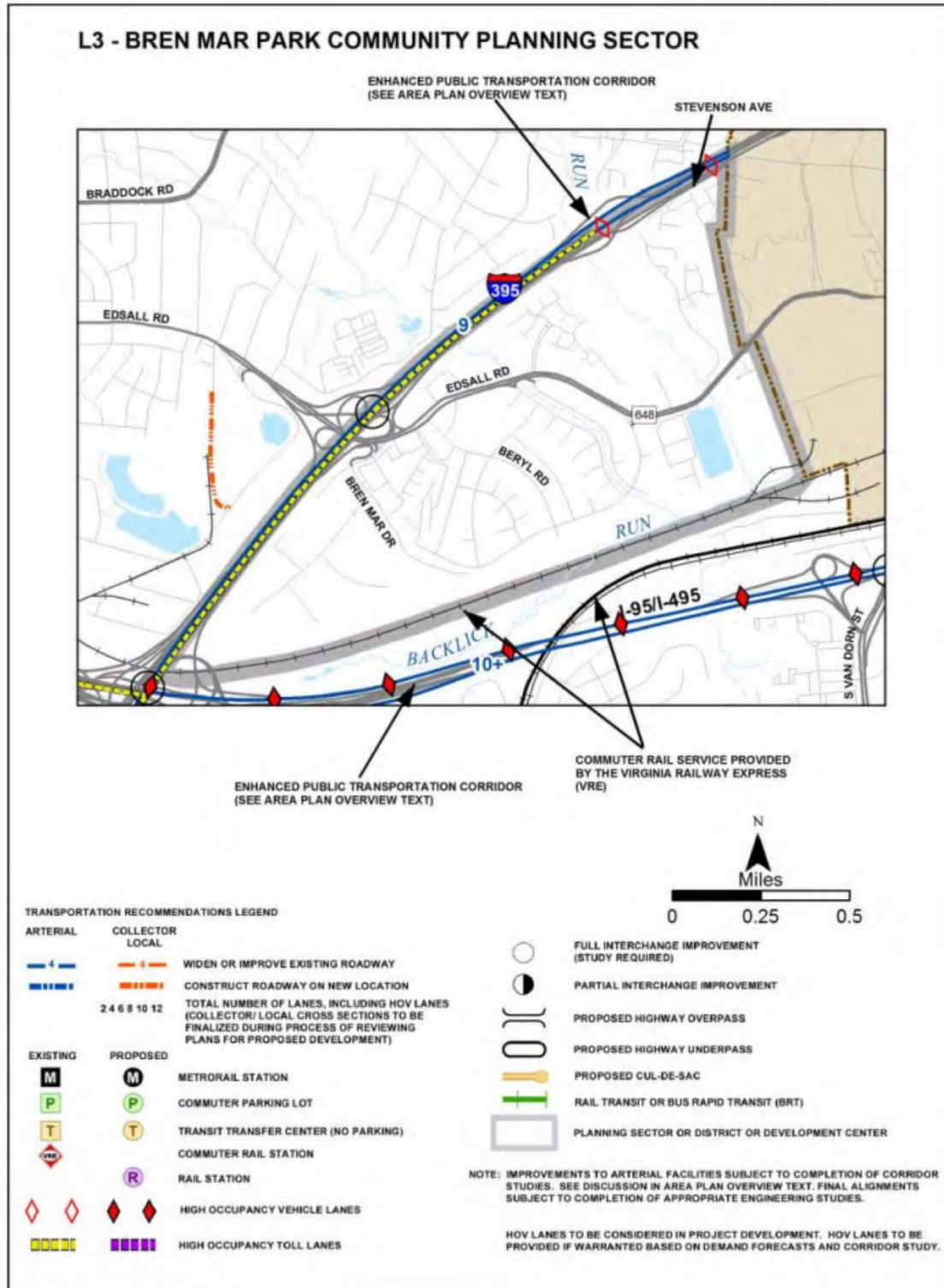
Heritage Resources

Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Parks and Recreation

Park and recreation recommendations for this sector are contained in the district-wide and land use recommendations sections in addition to those listed below. Prior to developing parkland, the Fairfax County Park Authority manages long range planning efforts and initiates a master planning process to determine countywide needs and the appropriate uses, facilities and design for a specific park. These processes involve extensive citizen review and participation and provide additional guidance for park development and resource protection.

Specific park recommendations for the L3-Bren Mar Park Community Planning Sector are provided below:



TRANSPORTATION RECOMMENDATIONS

FIGURE 17

- Construct a planned neighborhood-scale off-leash dog area at Bren Mar Park, identified in the approved Bren Mar Park master plan.
- Ensure protection of Turkeycock Run and Indian Run Environmental Quality Corridors and public access to stream valley parks through acquisition and/or dedication of privately owned land in accordance with Fairfax County Park Authority stream valley policy.

Trails and Bicycle Facilities

Trails planned for this sector are delineated on the 1":4,000' Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of Transportation. Trails in this sector are an integral part of the overall county system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the county at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Trails on parkland not shown on the Countywide Trails Plan Map may supplement the planned trail system and should be coordinated to enhance trail connectivity. Specific construction requirements are detailed in the Public Facilities Manual.

Bicycle Facilities for this sector are delineated on the 1":4000' Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.



Fig. 5.2 - Neighborhood 1 key plan

NEIGHBORHOOD 1 PRINCIPLES

1. Support the transformation of this area into an Innovation District that builds on and strengthens the existing businesses west of Van Dorn Street.
2. Create a distinct identity for this neighborhood and provide new employment opportunities in Eisenhower West through the integration of Production, Warehouse and Repair (PWR) uses such as maker space in the Innovation District. Architecture and urban design should reinforce this identity and mitigate compatibility issues.
3. Improve and protect Backlick Run, associated streams and Resource Protection Areas.
4. Create a high-quality and inviting public realm to encourage pedestrian and bicycling activity and connect the Innovation District to the Van Dorn Metro Station.

Site Area	Building Heights	Land Uses
79.6 acres	5-15 floors	

Fig. 5.3 - Neighborhood 1 Land Uses



5.1 NEIGHBORHOOD 1 - VAN DORN INNOVATION DISTRICT

Neighborhood 1 is envisioned as Eisenhower West's Innovation District. Over time, the area will redevelop from existing low density warehouse spaces to a vertical and horizontal mix of residential and commercial development fronting on to a new Backlick Run greenway. The permitted mix of commercial uses is intentionally broad and diverse, and can include retail, office, and Production, Wholesale and Repair (PWR). Specific uses could include creative services, maker space, start-ups, craft manufacturing, sporting/exercise businesses, and catering companies, among many others.

This diversity strengthens the area's employment base by encouraging innovation, maintaining and integrating existing light industrial, and promoting neighborhood-serving uses. It will also create a distinct character to the residential development, a fresh take on urban industrial that has evolved into residential mixed use neighborhoods. Residents' quality of life will be enhanced by proximity to high quality natural amenities, retail services, and transit.

CHARACTER DEFINING ELEMENTS

- The integration of PWR or Production, Wholesale, and Repair with residential development will define the character of this neighborhood. Future development should look to capitalize on this opportunity to create an industrial-flavored identity that is distinct from, yet compatible with, typical residential/mixed use areas.

- A major element of the neighborhood is Backlick Run. New development has the opportunity to enhance, protect, and connect to this natural amenity and open space. New streets and buildings fronting Backlick Run will create an identity and address for this neighborhood by making this restored natural area and waterway feature the front door to their design.

- A number of small service businesses currently exist in this neighborhood, forming a vital employment source for the residents of the region. To the extent possible, future development should retain these types of businesses.

ISSUES AND OPPORTUNITIES

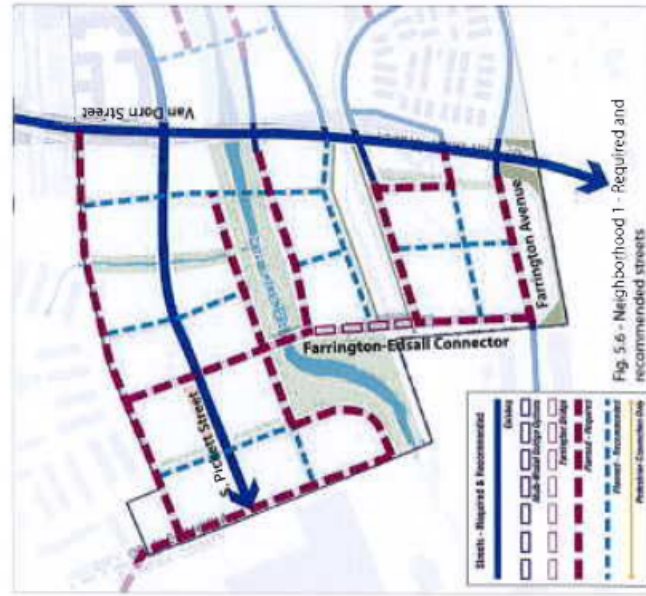
- Redevelopment offers an important opportunity to enhance Backlick Run, including environmental restoration and open space improvements. It is also an opportunity to provide a walkable pedestrian realm to connect people to the Van Dorn Metro Station, connect properties to one another, and integrate a mix of uses while creating opportunities for people to live more affordably near where they work.
- Much of this neighborhood is located within the 100-year or 1%-chance-per-year floodplain and subject to flooding. New development will need to account for this as well as City regulations on developing within the floodplain.

LAND USE

1. New development in this neighborhood will include a mix of uses including multifamily and townhouse residential, and commercial/office/institutional buildings with ground level retail and production, wholesale and repair (PWR) uses such as maker space. (See Fig. 5.4.)
2. Uses will be integrated vertically within one building, or horizontally, in adjacent buildings.
3. Locations along Van Dorn Street are particularly suited for mixed use development with commercial uses above retail or PWR space. However, these uses may also be located elsewhere in this neighborhood.

4. A limited number of townhouses will be permitted in this neighborhood.
5. More than half of ground floor spaces within the neighborhood will incorporate PWR and retail uses. Where retail and/or PWR uses are not present, a minimum floor-to-ceiling height of 15-18 feet will be provided and a minimum depth of 35 feet (50' preferred) will be provided to not preclude these uses in the future.
6. The Long Range Educational Facilities Plan (LREFP) identifies an existing need for an elementary school site in Eisenhower West, as well as to the possibility of adding a second elementary school in the west end if growth continues. Student enrollment

projections in the LREFP coupled with the potential addition of approximately 250 students generated from the Eisenhower West plan suggest a need for this elementary school with a preference for this neighborhood. However, other locations should also be considered. If the school is located in this area, it could be co-located with a recreational facility and must be in close walkable proximity to a neighborhood park, which contains a children's play space and school fields as specified in the LREFP. (See Chapter 4.1.)





Artist's rendering looking west along the Backlick Run greenway toward Neighborhood 1 - the Van Dorn Innovation District



Fig. 5.7 - Neighborhood 1 - Parks and open space

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TRANSPORTATION AND CONNECTIVITY

1. Establish a grid of streets and blocks connecting to South Pickett Street and Farrington Avenue.
2. Designate South Van Dorn Street and South Pickett Street as "A" streets and a new connector between Farrington Avenue connector and Edsall Road as a "B" street. (See Fig. 5.5.)
3. Streets located parallel to South Pickett Street and Farrington Avenue, and streets next to Backlick Run are required streets. (See Fig. 5.5.)
4. The location of generally north-south streets connecting South Pickett Street or Farrington Avenue to the streets parallel to them may vary depending on the future configuration of blocks of development. Maximum size and other requirements for blocks described in Chapter 4 must be met.
5. Create a new connector road inclusive of bike lanes between Farrington Avenue and Edsall Road, including a bridge crossing the railroad right-of-way and Backlick Run. Coordinate efforts with Fairfax County.
6. Remove the existing southbound ramp on the west side of South Van Dorn Street connecting to Metro Road. Integrate in its place the proposed street grid in that area south of the railroad right-of-way. (See Fig. 5.8.)

BUILDING FORM AND CHARACTER

1. As new development is phased in over time, ensure that it co-exists with existing industrial development and businesses.
2. Buildings will have their primary frontages, entrances and lobbies on "A" or "B" streets, and facing parks or major green spaces. This creates a lively public realm, encourages safety and helps provide "eyes on the street" and "eyes on the park."
3. Ground levels of buildings will be designed with taller first floor heights (15 to 18 feet) and depths (35 feet minimum with 50 feet preferred) to accommodate active uses including retail, restaurants, production, wholesale and repair uses, maker space, and shared spaces such as building entrances and lobbies.
4. Future buildings on the current Vulcan site will have their primary frontage and building entrances/lobbies facing the Backlick Run greenway and Van Dorn Street.
5. Use distinctive architecture, high-quality materials, excellent public space design, special landscaping, wayfinding signage,

streetcape furnishings, lighting, and public art to highlight buildings at gateways, nodes, parks, and public spaces. Specific gateway locations in Neighborhood 1 include buildings along Van Dorn Street, buildings fronting Backlick Run and public spaces within the neighborhood.

6. New buildings will be configured to be parallel to the adjoining street and define the adjoining street and open spaces by establishing an urban street wall.

BUILDING HEIGHT

1. A variety of heights between 5 and 15 stories will be provided for new development in Neighborhood 1. Refer to plan-wide height guidelines in Chapter 4.
2. Buildings in this neighborhood located between 1/4 and 1/2 a mile of the Van Dorn Metrorail Station will be a minimum of 7 stories and a maximum of 15 stories. The tallest buildings within this range should front Van Dorn Street.
3. Buildings located over a 1/2 mile from the Van Dorn Metrorail station in this neighborhood will be a maximum of 5-7 stories in height.
4. Building heights should maximize sun and shade for pedestrians.
5. Townhouses should be 3-4 stories in height.

PARKING

1. Parking will be located below grade for buildings in Neighborhood 1. If parking is tucked into the existing grade, and not visible from a public street or open space, it will be counted as below grade.
2. Parking for townhouses will be accessed from a rear alley. Front loaded townhouses are prohibited.

PARKS AND OPEN SPACE

1. A new greenway along Backlick Run will be created by restoring the stream and revitalizing and enhancing stream edges, including removing invasive species and replacing with native vegetation.
2. The Backlick Run greenway will be accessible to all users. It should provide new recreational experiences, and contribute to stormwater management efforts.
3. Accessible parks/open spaces will be provided both north and south of the Norfolk Southern rail line. The neighborhood park for this area should be linked to the enhanced Backlick Run.

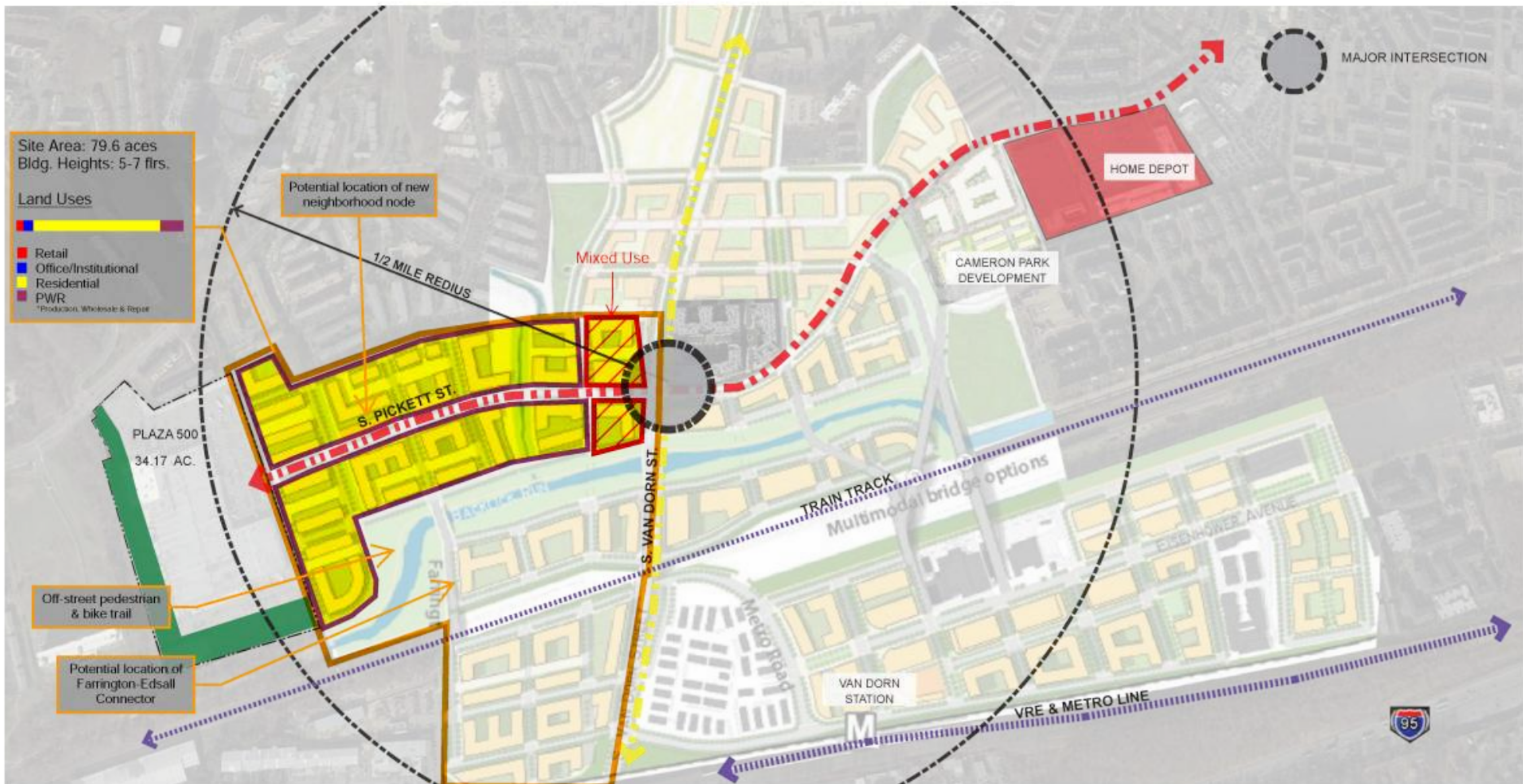


Fig. 5.8 - Neighborhood 1 - Summary of plan elements

Redevelopment is expected to take place over a timeframe of 25-30 years, depending on market conditions and funding for infrastructure improvements. The illustrative plan shows one potential way in which the plan area could redevelop. The plan does not require building locations, footprints, parks and open spaces to be designed or developed as shown, so long as the vision for redevelopment expressed by the community, the principles contained in this document, and the City of Alexandria's standards for redevelopment are met.

4. Protect and enhance the Resource Protection Area (RPA) along the Backlick Run stream corridor and its associated stream tributaries by maintaining the minimum 100' buffer from the stream that is required by law, with the first 50' being the most critical. Removing development from at least the first 50' of the buffer is a priority with removal of all encroachments and full RPA restoration being the overall goal. In no case will new development extend into the RPA beyond existing developed areas.
5. Predominantly residential developments will provide 30% open space. 15% of the open space on site will be publicly accessible at-grade open space. The remaining 15% may be provided off-site or by contribution in lieu to new neighborhood parks or the creation of the Backlick Run greenway.
6. Predominantly commercial development projects will provide 10% publicly accessible at-grade open space.
7. A new off-street pedestrian and bike trail will be created along Backlick Run.
8. Green connections along streets will be implemented in the general locations approximate to those shown in Figs. 5.7 and 5.8.
9. Open space at the intersection of the tributary stream with Backlick Run provides an opportunity to interpret Native American activity that could have occurred thousands of years ago on the terraces overlooking the creek. Similarly, green space along the railroad line could include interpretation of the Orange & Alexandria, the earliest railroad in the city.





LAND USE - Van Dorn Innovation District

1. New Development in this area include mix of uses
-multifamily, townhouses, commercial/office/institutional w/ ground floor retail & PWR uses.
2. Uses will be integrated vertically w/ in one building, or horizontally, in adjacent buildings.
3. A limited number of townhouses will be permitted in this neighborhood.
4. More than half of ground floor spaces will incorporate PWR & retail uses. Where PWR/retail uses are not present, a minimum floor-to-ceiling height of 15-18' required.